

SHERRY
MARQUE'S DEL MERITO
JEREZ del la FRONTIRA
VINO DE PASTO
(Very Choice)
PRICE \$18.00 Per Case.
SOLE AGENTS:
H. Price & Co.,
12, Queen's Road Central.

The China Mail.

ESTABLISHED 1848.

PORT
WARRE'S
CHOICE INVALID
PRICE \$20.00 Per Case.
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
12, Queen's Road Central.

No. 13,270

號二十月十年五零百九千一英

HONGKONG, THURSDAY, OCTOBER 12, 1905.

日四十月九年巳乙

PRICE, \$8.00 Per Month.

CHINA PARCEL EXPRESS.

PARCELS DELIVERED TO ANY PART OF THE WORLD.
AGENTS EVERYWHERE.
CHRISTMAS AND NEW YEAR PRESENTS FOR HOME FRIENDS.
GIFTS OF Silk, Silver, Cigars, Ginger, Tea, Cakes, etc., can be delivered at Home addresses freight, duty, and all other charges prepaid or payable at destination.
SHIP EARLY—To insure goods being delivered in time for Christmas.
Tea, Cigars, etc., purchased and forwarded to destination upon receipt of instructions from Sender.

MACGOWEN, FRICKEL & CO.,
3, DUNDAS STREET,
Hongkong, October 3, 1905.

Intimations.

SPECIAL NOTICE.

TO SMOKERS OF EGYPTIAN CIGARETTES.

It is now no longer necessary for smokers to have to hunt for a Cigarette to suit their taste, as we can supply the best EGYPTIAN CIGARETTES, made by us here from selected TOBACCO, TOBACCO, Special terms to Clubs and Hotels. Ladies' Cigarettes a Specialty.
ROYAL TOBACCO FACTORY,
T. E. P. SPYROPOULOS, Proprietor,
9, BEACONSFIELD ARCADE,
Hongkong, October 12, 1905.

LOST.

ON the Po K. Cameron Villa Mount K. H. A. DARK BROWN PINT-TER PUPPY with red collar. Reward. Notify F. W. WARRE, o/c Messrs Gilman & Co. Hongkong, October 7, 1905.

WANTED.

A QUALIFIED CHEMIST.
Apply to T. T. 58, CAINE ROAD, Hongkong, October 6, 1905.

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.
IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEMBER, the Liquidators are prepared to distribute a First and Final DIVIDEND of Two Dollars and Twenty-six and seven-tenths cents per Share to the Shareholders who apply for same and deposit their Share Certificates at the Office of the Under-Secretaries, Alexander Buildings, Des Voeux Road, Hongkong.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, September 22, 1905.

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
We beg to notify the Public generally of Hongkong that we have just OPENED a First-class Hairdressing Hall at the above address. We make Cleanliness a Specialty.
VICENTE BARCELONA, Proprietor,
Hongkong, April 10, 1905.

THE DAIRY FARM CO., LD.

FINEST AUSTRALIAN BUTTER
70 Cents per lb.
SECOND QUALITY (Very Good)
60 Cents per lb.
Hongkong, October 9, 1905.

THE POPULAR SCOTCH IS BLACK & WHITE

JAMES BUCHANAN & CO.
Whisky and Liqueurs
By Appointment to H.M. the King and the Prince of Wales
Supplied at all the Leading Clubs and Hotels, and to be obtained from All the Principal Stores.

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Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,383 tons, Captain O. F. Morrison, R.N.
s.s. PATSHAN, 2,383 tons, Captain R. D. Thomson.
s.s. BANKOW, 3,073 tons, Captain O. V. Lloyd.
s.s. KINSHAN, 1,595 tons, Captain J. J. Louisa.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,595 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 8 a.m.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & M. STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE TONG-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 588 tons, Captain O. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
OF BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

THE DRAGON CYCLE DEPOT,

11, D'AGUIAR STREET.

Bicycles of all grades, to suit every pocket. New Cycles for Hire. REPAIRS TO BICYCLES AND TYPE-WRITERS UNDERTAKEN & GUARANTEED.
Hongkong, October 5, 1905.

J. WATT JAMESON & CO.,

MARINE SALVAGE ENGINEERS.

THIS Company possesses the most powerful and efficient SALVAGE MACHINERY. CONTRACTS UNDERTAKEN. Telegraphic instructions acted upon immediately.
The Company has the Powerful Steamer "CITY OF BIRMINGHAM" (37 Tons, 750 I.H.P.) specially equipped with necessary gear for Salvage purposes, always ready at short notice.
Telegraphic address: "SALVAGE HONGKONG."
A.B.C. 4th Edition, A.I. Codes—HOTEL MARY JONES, 12th FLOOR.
Agents for Messrs SIEBE, GORMAN & Co., Submarine Engineers, Makers of all classes of Diving Gear, London.
Hongkong, October 4, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE.

WEEK DAY.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
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1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
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6.30 a.m. to 7.00 a.m. Every 10 minutes.
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7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
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9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCENES AND EYE PRESERVES.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORRAINE'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

HOTEL MANSIONS, opposite the New Post Office site.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

8a, QUEEN'S ROAD CENTRAL.

KELLY & WALSH, LTD.

ALL THE WORLD'S FIGHTING SHIPS, 1905-6, by F. T. Jans, \$18.50.

LETTIS DIARIES, 1906.

Great Batmen, Their Methods at a Glance, by Boldam and Fry, illus. by 800 Action Photos, No. 9, \$18.50.

The Acting Third Assistant, by Leo Boehm, A Tale of the Tien-tsin Manoeuvre, 1.00.

The PRH of the Classics, Quotations from the Chinese Classics in Daily Use, by J. Dyer Ball, 2.00.

The Freeman's Hand Book for India and the Far East, 3.00.

Tricks and Tones of Music, 1.80.

International Law as Interpreted during the Russo-Japanese War, by Smith and Sibley, 20.00.

National Engineering Trade Lectures: Progress in Gas Work, by Blackenbury, 6.20.

National Engineering Trade Lectures: Progress in Pumps, by Björling, 6.25.

Kelly & Walsh, Ltd.

HAVE
REMOVED TO
YORK BUILDINGS,
CHATER ROAD
(OPPOSITE MESSRS GAUPP & CO.)

JAPAN

COALS.

MITSUMI BUSSAN KAISHA (MITSUMI & CO.)

HEAD OFFICE: 1-1, SUGITA-CHO, TOKYO.

LONDON BRANCH: 24, LIME STREET, E.C.

HONGKONG BRANCH: PAINTER'S BUILDINGS, 103 HOOVER STREET, FIRST FLOOR.

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Telegraphic Address: 'MITSUMI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS OF the Famous Miike, Tagawa, Yamano, and Ida Coal Mines. SOLE AGENTS FOR Hokoku, Hondo, Kanada, Fujinaka, Mamoda, Mannara, Guncara, Otsu, Sasabara, Tanboku, Yoshinaka, Yoshio, Yonokibara, and other Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

BROOKETON COLLIERY

Is Prepared to Supply BUNKERS alongside the Wharf at LABUAN, to any steamer calling there. Prompt despatch. For particulars as to Price, etc., please apply to the Undersigned.

FRESH WATER can also be obtained at the Wharves. Steamers of any draft can be berthed.

EAST ASIATIC TRADING CO., FOR AGENTS.

Hongkong, September 16, 1905.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ENO'S

INVALUABLE IN ALL

FUNCTIONAL 'FRUIT SALT' DERANGEMENTS

OF THE LIVER.

SALT.

The value of ENO'S 'FRUIT SALT' cannot be told. Its success in Europe, Asia, Africa, America, Australia, and New Zealand proves it. THERE IS NO DOUBT THAT where it has been taken in the earliest stages of a disease, it has, in innumerable instances, PREVENTED what would otherwise have been a SERIOUS ILLNESS.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT' Without it you have a worthless imitation.

Prepared only by J. G. ENO, L.M., 'FRUIT SALT' WORKS, LONDON, ENG., by J. G. ENO'S Patent.

Sold by Chemists, etc., everywhere.

Intimations.

MITSUMI BISHI CO.

COAL DEPARTMENT.

MARUNO-UCHI, TOKYO.

CABLE ADDRESS: 'IWASAKI,'

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABO 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED MANAGER, MITSUMI BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIST.

HONGKONG: H. U. JEFFRIES.

YOKOHAMA: M. ARADA.

CHINKIANG: CHANGING & Co.

MANILA: MACONDRAY & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS OF Takashima, Ochi, Shinawa, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery which will shortly be ready to produce on a large scale the best Buzo Coal.

Sole Agents for Kijio, Komatsu (Tagawa) and Yashimochi Coal (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,620,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, March 11, 1905.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.**The Chinese Mail**

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$6 per Annum delivered in Hongkong, \$12.50 to all Coast Ports.

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, 'CHINA MAIL'.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL'.

Price, Fifty Cents.

To be had at the 'China Mail' Office 5 Wyndham Street.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, L.M. Customs.

With Woodcuts.

(Reprinted from the 'China Mail'.)

One of the Best Sketches of Formosa Life yet written.

Price, \$1.00.

'China Mail' Office, 5 Wyndham Street, Hongkong.

THE REAL THING AT LAST.

TRY FUSSELL'S EVAPORATED CREAMS.

NO PRESERVATIVE OF ANY KIND IS USED.

THIS IS ABSOLUTELY GUARANTEED.

H. RUTONJEE, No. 5, D'Aguiar Street, and 88 to 90, Egin Rd., Kowloon.

Hongkong, September 29, 1905.

Intimations.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 p.m.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, September 30, 1905. 1856

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the Society will be held at the HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, Hongkong, on THURSDAY, the 18th October, 1905, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the year 1904, and for the half-year ending 30th June, 1905, and of declaring Dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from the 8th to the 18th October, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, September 15, 1905. 1750

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (Noon), on FRIDAY, the 2nd October, 1905. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 20th October, both days inclusive.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited.

Hongkong, September 27, 1905. 1833

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHUNG, 551 Tons, Captain J. McGINCHY, will leave for Canton at 9 p.m. on SUNDAY, TUESDAY and THURSDAY and return to Hongkong on the following days leaving Canton at 5 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 138, Consulate Road Central, Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin Screw Steamer KWONG CHOW, 1,300 tons, Captain T. R. MEAD, KWONG TUNG.

1,238 tons, Captain H. W. WALKER, Leave Hongkong for CANTON at Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 6.30 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins.

Passage Fare—Single Journey...\$4.00. Meals...\$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office. SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, August 23, 1905.

HONGKONG-MACAO LINE.

S. S. 'WING CHAI', CAPTAIN T. AGSTIN, R.N.R.

THIS Steamer departs from Hongkong on WEEK DAYS at 8.00 a.m., and on SUNDAYS at 8.30 a.m. Departs from Macao on Week Days about 2.30 p.m., and on SUNDAYS at 5.30 p.m.

FARES.—Week Day 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1, 3rd class 50 Cents. Every Sunday there will be a 4th class at the following rates:—1st and 2nd Class, Single Ticket \$1, Return \$2, 3rd Class, Single 30 Cents, Return 50 Cents, Steerage 10 Cents.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY, 81, Queen's Road Central, Hongkong, October 9, 1905. 1054

ADVERTISEMENT.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. Now Advertisements should be sent in before 4 p.m.

G. M. BAIN, 'CHINA MAIL' Office, May, 1904.

TO LET.

2ND FLOOR of No. 6, DES VOGES ROAD CENTRAL, now occupied by the Standard Oil Co. of New York. SPACIOUS GODOWNS, formerly known as McDONNELL-Bankers, fronting the Plaza.

2 GOOD ROOMS in COLLEGE CHAMBERS, 2nd Floor, Victoria Building. Formerly occupied by MEYER & Co.

For further particulars, apply to DAVID SASSOON & CO., LD., Hongkong, October 6, 1905. 1666

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., LD.

No. 1, RIFON TERRACE, FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier). GODOWNS PRATA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, August 3, 1905. 1659

TO LET.

2 FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st November, 1905.

MODERATE RENTALS. Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD., Hongkong, February 20, 1905. 8

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., LD.

No. 1, RIFON TERRACE, FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier). GODOWNS PRATA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, August 3, 1905. 1659

Intimations.

Vinolia Soap

Cream

Powder

For the Complexion.

VINOLIA SOAP 3 Kinds: Premier, Floral, Medical, Toilet (Toile) and Baby.

VINOLIA CREAM—For itching, Face Spots, Eczema, and all Skin Irritation.

VINOLIA POWDER—For Redness, Roughness, Toilet, Nursery, etc.

VINOLIA SHAVING SOAP—Sticks and Cakes. "Gives a beautiful lather."

IF YOU CARE

For a good beverage get one whose effects are pleasant, one which is wholesome and one which has quality as well as flavour, get

Rainier BEER

Delightfully refreshing, thoroughly satisfying. You'll like it.

M. J. CONNELL, 7, BEACONSFIELD ARCADE, DISTRIBUTING AGENT.

Hongkong, August 29, 1905.

To Let.

TO LET. SHOP in HONGKONG HOTEL BUILDINGS. Suitable for Office or Stores. Rent \$250. Apply to COTTAM & CO., Hongkong, October 7, 1905. 1909.

OFFICE TO LET.

IN ALEXANDRA BUILDINGS. Apply SECRETARY'S OFFICE, A. S. WATSON & Co., Limited. Hongkong, September 16, 1905. 1855

TO LET.

NO. 4, OLD BAILEY. Apply to ARRAOON V. APOAR & CO., 45, Wyndham Street. Hongkong, October 2, 1905. 1879

TO LET—PARTLY FURNISHED.

'FOREBANK', West (143, MAGAZINE GAP). Immediate Possession. Apply to 'W. D.' Care of 'CHINA MAIL' Office. Hongkong, September 27, 1905. 1853

SUITABLE FOR OFFICES.

2 ROOMS in PRINCES BUILDINGS. Apply to LAUTS, WEGENER & CO., Hongkong, March 3, 1905. 1870

TO LET.

THE FIRST FLOOR of YORK BUILDINGS (opposite Messrs Gaupp & Co.) For Offices. Apply to KELLY & WALSH, LD., Hongkong, September 2, 1905. 1862

HONGKONG CLUB.

TO LET.

2 ROOMS, on the Ground Floor of the Annex, from 1st September next, suitable for Office.

For particulars, apply to the undersigned. C. H. GRACE, Secretary. 1860

TO LET.

TOP FLOOR of No. 19, Robinson Road, Kowloon. A most desirable 4-Roomed Flat. Grand View of Lyceum Pass. Moderate Rent.

Apply to THE ANGLO-AMERICAN STORE, Hongkong, June 21, 1905. 388

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st November, 1905.

MODERATE RENTALS. Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD., Hongkong, February 20, 1905. 8

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., LD.

No. 1, RIFON TERRACE, FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier). GODOWNS PRATA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, August 3, 1905. 1659

TO LET.

2 FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st November, 1905.

MODERATE RENTALS. Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD., Hongkong, February 20, 1905. 8

A CANAL ACROSS PERSIA.

New York, Aug. 26.

A special to the Sun from London says:—As a set-off to the English projects in regard to making the rivers Euphrates and Tigris navigable, Herr Wachter of Berlin has a project for a canal 400 miles in length to connect the Caspian Sea and the Persian Gulf. According to his plan the canal would begin at Enzeli and take a south-westerly direction to Bagdad by turning to account the Kyril Uzun and Diyalla, the largest tributaries of the Tigris.

As the Kyril Uzun dries somewhat every summer, Herr Wachter wants a natural reservoir for feeding the river.

He succeeded in finding a lake as large as the Swiss lakes, and the whole project depends upon the position of this mountain lake. If it lies higher than the watershed between the Kyril Uzun and the Diyalla, then its waters can be carried to the Kyril Uzun during the dry season.

In referring to this project, German newspapers point out that its successful completion will tighten the tension between Russia and England Persia. Such a canal and the proposed trans-Asiatic railroad, projected by the English from Smyrna across Asia Minor and Persia via Kandahar to Quetta, in North-western India, and thence through English possessions and China to Hongkong, will cut directly across each other, and the Muscovite power could only clinch its control of the canal by the possession of Bunder Abbas, on the northern shore, and near the mouth of the Persian Sea. Great Britain could not hear of this, for it would mean the cutting in two of any possible future land communication between the Mediterranean and her Indian empire. It would also jeopardize her water communication via Suez. Rather than see this England would make Bunder Abbas another Gibraltar.

THE ELEVATED RAILROADS IN CHICAGO.

Remarkable Feat in Engineering.

CHICAGO, Aug. 28.

Nineteen thousand persons a day have passed and repassed from home to business and back daily for months on the South Side Elevated Road, probably without being aware that whole sections of the structure at the instant they were passing over them, were being moved on rollers to a new position.

Besides the lateral shifting of the tracks a general elevation of the entire structure from Twelfth to Forty-third Street has also been going on, and will continue for two months. Within that section of the system every upright support carrying the tracks will be spliced at the bottom. Sections of the road are now on blocks to admit of this splicing process.

Without interrupting traffic, likewise, the Portland Street curves of the road have been changed to admit of much higher speed in the extended system. A gravity power-saving system is being established from Thirty-ninth Street northwards, and numerous other important changes made for the greater extension and improvement of the "L."

The work that has been going on for months and which will be in progress about sixty days yet north of Forty-third Street involves some remarkable engineering features. In fact, when given to the technical world in about a month in a paper to be read by the chief engineer of the South Side "L" before the Chicago Engineering Society, those features are expected to attract wide attention among engineers. But, aside from the technical considerations involved, the project touches the daily life, directly or indirectly, of more than one-third of Chicago's population.

The complete service in course of installation means

BY TELEGRAPH.

INTERPORT RIFLE SHOOTING.

THE SHANGHAI SCORE.

A Total of 889.

(From Our Correspondent.)

SHANGHAI, October 12.

The team selected to represent Shanghai in the Interport Rifle match brought off their shooting yesterday afternoon, compiling an aggregate of 889.

HONGKONG'S SHOOTING.

Ahead of Shanghai.

The annual Interport rifle shooting match, in which Hongkong, Shanghai and Singapore met, was concluded, as far as the Hongkong team are concerned, on the King's Park rifle range, Kowloon, this afternoon. The day was a delightful one, the air being beautifully clear; the sun was warm, unobtrusively so, although tempered by the strong right breeze which came from the north-east. The breeze, though appreciated as a cooling element, was detrimental to the riflemen as it was not at all steady.

The practice shooting this year was much better than last year, when the total score was only 919, which was equalled by Singapore. Under the Bisley rules, in accordance with which this competition is governed, Singapore won the match, although the total was the same as that of Hongkong. Of the Hongkong team Corporal McEwen, R.E., was top-scorer with 98, Mr. A. Watson was second with 96 and Lieut. (now Captain) G. P. Lammett, H.K.V.O., was third with 95. Only one 'possible' was made, that by Lieut. Lammett at 500 yards, though at 200 Corp. McEwen was only one short of it and at 600 Mr. Watson was also one short.

Last week-end the first ten men of those practicing for the match totalled 930, which considerably raised the hopes of Hongkong's supporters. When the shooting started to-day it was thought that this total would be exceeded.

Owing to the energies of Mr. M. S. Northcote, who, for years past, has always been to the fore in arranging the details for this match, everything was in readiness at the appointed hour. The targets were in position and the danger flags flying when the team arrived at the range, and little time was wasted before a start was made at the 200 yards.

The umpires were: Hon. Mr. L. A. M. Johnston, for Singapore; Capt. D. Macdonald (Butterfield and Swire) H.K.V.O., for Hongkong; and Capt. D. Macdonald, H.K.V.O., for Shanghai.

The detailed scores are as under:—

200 YARDS.	
Ar. Sergt. Simons * ..	444555-30
Col. Sergt. Spooner * ..	254355-29
Col. Sergt. Bullock * ..	355445-33
C. P. O. W. Manning * ..	345544-30
Mr. J. Walsh * ..	355344-32
Mr. J. Parkes * ..	455555-33
Mr. J. C. Gow * ..	544444-32
Capt. G. P. Lammett * ..	544434-28
Sergt. B. Lapsley * ..	455444-32
Sergt. J. Andrews * ..	324444-24
Total	334

Average per man 33.4

500 YARDS.	
Simons * ..	534555-32
Spooner * ..	534555-32
Bullock * ..	555445-31
Manning * ..	454445-31
Walsh * ..	454445-31
Parkes * ..	445555-33
Gow * ..	544445-32
Lammett * ..	544434-28
Lapsley * ..	455444-32
Andrews * ..	355554-32
Total	319

Average per man 31.9

600 YARDS.	
Simons * ..	555445-32
Spooner * ..	544445-32
Bullock * ..	555445-31
Manning * ..	555445-31
Walsh * ..	555445-31
Parkes * ..	555445-31
Gow * ..	555445-31
Lammett * ..	555445-31
Lapsley * ..	555445-31
Andrews * ..	555445-31
Total	300

Average per man 30

AGGREGATE.	
Simons * ..	200 500 600 Ttl.
Spooner * ..	200 500 600 Ttl.
Bullock * ..	200 500 600 Ttl.
Manning * ..	200 500 600 Ttl.
Walsh * ..	200 500 600 Ttl.
Parkes * ..	200 500 600 Ttl.
Gow * ..	200 500 600 Ttl.
Lammett * ..	200 500 600 Ttl.
Lapsley * ..	200 500 600 Ttl.
Andrews * ..	200 500 600 Ttl.
Total	504 319 300 923

Average per man 92.3

* Royal West Kent.

* Royal Navy.

Hongkong Volunteer Corps.

The complete record is as follows:—

1899: Hongkong, 919; Singapore, 777; Shanghai, 741.

1901: No match.

1902: Hongkong, 827; Shanghai, 830; Singapore, 741.

1892: Hongkong, 839; Shanghai, 819; Singapore, 752.
1893: Hongkong, 822; Shanghai, 802; Singapore, 765.
1894: Hongkong, 823; Singapore, 817; Shanghai, 700.
1895: Singapore, 934; Shanghai, 903; Hongkong, 879.
1896: Hongkong, 916; Shanghai 900; Singapore, 870.
1897: Singapore, 934; Hongkong, 916; Shanghai, 860.
1898: Hongkong, 934; Singapore, 823; Shanghai, 893.
1899: Hongkong, 952; Singapore, 928; Shanghai, 897.
1900: Hongkong, 930; Singapore, 909; Shanghai, 800.
1901: Hongkong, 901; Singapore, 884; Shanghai, 841; Penang, 721.
1902: Shanghai, 926; Singapore, 893; Hongkong, 870; Penang, 871.
1903: Singapore, 927; Shanghai, 915; Hongkong, 891; Penang, 720.
1904: Singapore, 819; Hongkong 919; Shanghai, 900.
From 1899 to 1894 the match was fired with the Martini-Henry rifle; from 1895 onwards with the Lee-Metford.

AMOI.

(From Our Correspondent.)

AMOI, October 9.

Amoi just now is very quiet and nothing very much is happening to break the even tenor of things in this usually quiet and monotonous port. The American torpedo boats have come in, great black snake looking things, each with four funnels. As they glided into the harbour in their silent swift way, they gave one the impression that they had a vast amount of latent force, and that if they only liked to exert it, they could work wild destruction amongst any enemy that dared to oppose them.

THE TELEPHONE.

The telephone system about which I wrote you some months ago is now in full working order. In such a small place as Amoi, it seemed a quite unnecessary luxury, to have for us all so near other that a few minutes will bring us to almost any other house in the settlement. The tendency of the East however, is to minimise exertion to the lowest point possible. People out here appear to think that walking is a most dangerous accomplishment, and so coolies and chairs are in constant requisition in this little doll of an island.

The promoters of the Telephone Company are in distress for they are losing a good deal every month. They had hoped that the Chinese mandarins would have allowed them to carry their lines across the narrow streets into the town of Amoi itself and that with the larger population there they would be able to secure sufficient business to make their venture a paying one. If they had only grasped a hundredth part of Chinese character, they ought to have known that no such concession would have been granted.

JAPAN'S MERCHANT NAVY.

From official statistics published in Japan and emanating from the Ministry of Finance it would appear that the Japanese mercantile marine has attained a position of still greater importance than might be gathered from the figures published by Lloyd's. The reason of this is probably the fact that all the ships belonging to the merchant navy of Japan are included in the Japanese statistics, even the very smallest, whereas in Lloyd's statistics the smaller craft find no place. It is proved, however, by both sets of figures that the mercantile marine of Japan has considerably increased since the outbreak of the war with Russia—not only by way of purchase or new construction, but by the capture made of vessels carrying contraband. According to the Japanese statistics the number and tonnage of the steamers in the last few years were as follows:—

1903	746 steamers, with 278,448 tons gross.
1902	1,023 " " " 348,325 "
1901	1,441 " " " 510,448 "
1900	1,223 " " " 422,223 "
1899	1,704 " " " 797,674 "

The sailing fleet numbered, 1894, 729 vessels, with 45,959 tons gross. Up to the year 1900 these figures had increased to 3,850 and 320,322 respectively, but have remained pretty nearly stationary ever since, the totals for 1904 being 3,944 sailers, with 329,234 tons. But all around the coast of Japan there exist besides large numbers of very small sailing craft totalling up, by last returns, to 19,827 boats. The average tonnage of Japanese sailing vessels is, therefore, small, working out at 452 tons for steamers and 83 tons for sailers. In 1904 there were 23 steamers of over 5,000 tons, against 14 in the year 1900 and 1 in 1894—the number of those measuring from 2,000 to 5,000 tons grew last year from 38 to 131, and this is probably the largest number of steamers for Eastern Asiatic waters, where the Japanese flag is so much to the fore. The number of steamers of between 500 and 1,000 tons in 1904 was 329, and of less than 1,000 tons 566. Probably also there are a great many steamers of still smaller tonnage, but they are not separately mentioned in the statistics. The sailing vessels are, mostly, of small capacity: in 1904 there was only one measuring more than 1,000 tons, two of between 500 and 1,000 tons, no less than 1,206 of a size between 100 and 500 tons, and 3,314 of between 20 and 100 tons, and some hundreds of small sailing boats of less than 20 tons in the whole. In the totals, but not separately specified.

As regards the age of Japanese merchant steamers, out of the whole amount of over 700,000 tons of steam shipping 120,000 tons are less than five years old, 191,000 tons between five and ten years, and 39,000 tons of an age between ten and fifteen years, the remainder being of older dates. Of steamers built of steel or iron and steel under ten years of age there are about 250,000 tons and there are a few wooden steamers, of which three measure more than 1,000 tons. So far as speed is concerned, there is only one steamer in last year's list of over 18 knots, three of 18 to 17 knots, three from 17 to 16 knots, seven from 16 to 15 knots, twenty from 14 to 13 knots, sixteen from 13 to 12 knots, fifty-two from 12 to 11 knots, eighty-six from 11 to 10 knots, and 134 from 10 to 9 knots, the remainder being vessels of slow speed. This means of Japanese merchant vessels has become more and more modernized, the number of foreigners engaged being now very much smaller than it was a few years ago; it is thought, however, that this rule will have to be relaxed, the gradual increase in the number of vessels making it difficult to officer and man them entirely with Japanese subjects.—Fairplay.

CHAU TUNG SHANG'S FLIGHT.

(From Our Correspondent.)

CANTON, October 11th.

Rumour has gained currency here to the effect that Chau Tung Shang has committed suicide in Shanghai, but at an interview with one of Chau's relatives the statement was contradicted. It is further rumoured that he is hiding in the foreign Settlement looking for foreign protection. No confirmation that he has been detained by the Shanghai Taotai has been received yet. The fact that Chau has telegraphed to a firm of solicitors at Hongkong to send a representative up is true.

Since the issue of the official notification limiting the liabilities of the firms in which Chau holds shares, the business community has quietened down considerably. But the sensational excitement is by no means over yet.

SPORTING.

Six-a-side Football.

The six-a-side football competition was advanced another stage yesterday afternoon when Lang's team beat Gray's by 3 goals to one and Bateman's drew as 3 Chard's.

The competition table is as follows:—	
Name	Pld.
Gray	3
Lang	4
Bateman	3
Macpherson	2
Knyvet	2
Chard	4

Rowing.

At the Victoria Recreation Club yesterday a scratch rowing race was contested, the crews competing being:—

No. 1.—"Shamrock," L. A. Musso (stroke), H. S. Holmes, R. W. Pearson and J. Cruikshank.
No. 2.—"Rosie," J. A. S. Alves (stroke) J. W. Bains, A. V. Barros and H. O. Sayer.
No. 3.—"Thistle," T. E. Pearce (stroke), F. M. Rosa Pereira, J. M. Rosa Pereira and T. A. Griffiths.

The "Shamrock" got away with a fine start and soon gained a length on the other two boats. The "Rosie" was in the lead at the end of the race, but the "Thistle" was in the lead at the end of the race, and the "Shamrock" was in the lead at the end of the race. The "Shamrock" was in the lead at the end of the race, and the "Thistle" was in the lead at the end of the race.

Yachting.

ROYAL HONGKONG YACHT CLUB. The yachting season may now be said to have fairly set in and the usual sailing races about the Royal Hongkong Yacht Club and the Corinthian Yacht Club will shortly be initiated. The R. H. Y. C. will shortly start their first race towards the end of the present month. It is expected that the Hon. Sec., Captain Watson, H.E., will publish a list of the dates within the next few days.

I noticed Mr. Tucker's "Veron" out recently. She has a nice looking new suit of sails which are being stretched, being used without battens. Mr. Tucker's "Veron" is a 12 footer, and is a very nice boat. The "Veron" is a 12 footer, and is a very nice boat. The "Veron" is a 12 footer, and is a very nice boat.

Two of the one-design class have also been sold, Captain Crichton having disposed of "Min" to Mr. A. B. Rouse, and Mr. A. Denison having sold "Erica" to Messrs F. Hill and O. Meyer. Six of the Handicap class have been sold, viz., "Victorian" (from Mr. O. N. O'Connell), "The Duke" (from Mr. A. B. Rouse), "The Duke" (from Mr. A. B. Rouse), "The Duke" (from Mr. A. B. Rouse), "The Duke" (from Mr. A. B. Rouse), "The Duke" (from Mr. A. B. Rouse).

Among the cruiser class "La Cigale" has passed out of Mr. Hazell's hands, and "The Snipe" has been sold by Messrs. Bovis, Brooks Smith, Rouse and Warr to Mr. H. E. Pollock, and "Erica" and "Havoc" have also changed owners.

Mr. King recently built two Chinese rigged cruisers, one of which has been purchased by Mr. H. E. Pollock, and named "Moonraker." The other is waiting a purchaser. This vigorous young Club is showing signs of further increasing its popularity this season.

In addition to the two new boats Mr. King has in hand, the Aberdeen Dock is building one.

A fourth gentleman has intentions of building another, I fancy. The racing in the Club should be even more interesting than it proved last season, and the cruises which will be organised during the season will go far towards inducing other aspirants to the water have new sets of sails for the making, and variety is shown in the cut of them.

PARIS LETTER.

(From Our Correspondent.)

Paris, September 8.

Parisians are returning in shoals from the sea-side resorts and from the country, where they make their villégiature, owing to the cold and wet. "La morte saison," as the French call it, from July to the 15th September, is just the time when numbers of English and American tourists come to Paris, yet the principal stores in the fashionable Rue de la Paix and Boulevard are closed. It is estimated that 78,000 English and Americans are in Paris at this date. As the population of Paris is under three millions it will easily be seen what a large factor in the social and commercial life of Paris the English-speaking contingent is, and how its influence must obviously be felt. Apropos of American visitors to Europe it is complained that they "spoil" the Hotels and shopkeepers wherever they go.

For instance there are cafés and restaurants in Paris where it is impossible for a person of moderate means to enter, owing to the high prices, and increased pourboires of the gaudy, caused by the reckless way in which Americans have scattered their money, and the familiarity with which they act towards the employees. Many letters have appeared in a prominent New York newspaper on that very point. Men and women from the various States who have made their "pile" and come over to Europe to have "a good time," cannot understand the difference in money value between the two continents. They are told it is usual to give a garcon 10 centimes for a pourboire on each franc, and they confuse between a cent and centime. Hence if they order a glass of beer or a cup of coffee, which in a good café costs 40 centimes, they give the garcon a franc for payment, and for his pourboire or tip. In the good old days before the "invasion of the Globe-trotters" you could have your cup of coffee or a petit verre for a few sous, and you gave the garcon two sous, and he thanked you and bowed politely—most politely. Now every English speaking person is regarded as a rich American who gives ten times more than a Frenchman, and who jokes with the employees, and is treated accordingly. Verily, "familiarity breeds contempt."

The King of Greece, who has been staying at the Hotel Bristol, in the rooms usually occupied by his brother-in-law, King Edward, has just left Paris. He went out walking on the Grand Boulevards at night accompanied by his private Chamberlain just like two bank-clerks on a fortnight's holiday. Like our own King Edward he is a good Parisian, as the French say, a bon garcon, which being interpreted means, he enjoys himself, and does not make any fuss about it.

As one King departs another arrives in this city of the Republic. Now we have the King of the Belgians. King Leopold is accompanied by his aide-de-camp, Baron de Snoy, his private Secretary, and his private physician. He is on his way to Nice, where he is having built a chateau. The King of the Belgians owns considerable property in the South of France. Like his friend and kinsman King Edward, he dearly loves Paris, and is very often here on inog. visits.

Lieu-She-Shun, first Secretary of the Chinese Legation at Paris, has just been nominated Chinese Minister to the French Government in the place of Soum-Pao-Ki, who has been recalled to Peking by the Emperor to help with his advice in the great contemplated reforms. The new Minister, Lieu-She-Shun, is very popular in Parisian Society, and on his nomination being made known a number of his friends, French and English, called on him at his apartments in the fashionable Avenue Wagram. The English Colony here is particularly interested, as a few years ago he married an English lady, and he has a little son with a fair half Chinese and half English. These things naturally fit the new Minister to deal with our modern European ideas and morale. Soum-Pao-Ki, the former Minister, will rest, however, at the head of affairs here to settle certain diplomatic matters he has on hand.

A very grave Colonial scandal is agitating France now. The Council of War at Senegal is trying an officer of the French Army for assassinating a negro. The greatest mystery surrounds the details of the unhappy affair, which goes back a year and half ago. The case has been managed with absolute secrecy both in Africa and in France. The Journal has managed to get information which has astonished the War Office and the office for Foreign Affairs. The officer implicated is Lieutenant Duhamel, who was sent to Dakar a year and half ago to assist the military judges. He is charged with having tortured and caused to be executed without trial a negro, Omar Diallo. The place where he was stationed is in French Guinea, and on the frontier of Liberia the negro, Omar Diallo, was employed as a kind of Police Sergeant on the frontier, and for some slight breach of discipline was arrested. He managed to escape after twenty-seven days, but was re-arrested, put in chains, and imprisoned. He was brought before the Lieutenant who had him brutally flogged, and dragged by his hair back to prison. The next day Lieutenant Duhamel had two visitors to lunch, Lieutenant Fournier and Dr. Durand. "Have you ever seen a negro's head cut off?" he said to his guests. "Good heavens, no," answered the guests. "Very well, I am going to give you a good show then," said Lieutenant Duhamel. "To cut a long, painful story short, he ordered the negro to be brought before him and told a native Corporal to cut off the prisoner's head. This order was given without a single question being asked. The Corporal, or rather the native Corporal, gave a blow at the neck of the poor wretch, and only half cut the head off. As the man fell to the ground, bathed in blood, and writhing in agony,

the Lieutenant sent for his revolver and shot at the dying man, until he was dead. The defence in that it was necessary to be firm and strict to "inspire" confidence in the natives of French justice and discipline. The Lieutenant is being tried for assassination. As the negro was an uncommissioned officer, and was killed without trial, the Government will deal with the case in a strictly judicial manner.

Owing to the efforts of Mr. Roosevelt to promote peace between Russia and Japan, some prominent Frenchmen in Paris have taken steps to have a large Palace of Peace built, and to rename the beautiful Rue de la Paix, and in honour of the President to call it Rue Roosevelt. Two cities in France have commenced to name streets Roosevelt. Of course we give credit where credit is due. No doubt Mr. Roosevelt worked hard to get the Russo-Japanese war ended. But the suggestion of the conference did not emanate from him. Truly one sow, and another reaps.

King Edward is expected here in a few days. The French Press is commenting freely on the fact that the Emperor and Empress of Germany leave to-night for Hamburg, and that King Edward will depart from Marseilles at the same time. A meeting between the two sovereigns would have been very easy, had they desired it.

The International Congress of Free-thinkers is holding its meetings in Paris for three days. On Sunday last they had a grand demonstration before the statue of the youth La Barre who was tortured and burnt alive on a crucifix. The statue of La Barre is erected right opposite the principal entrance of the immense church of the Sacred Heart, on Mont Martre which the Jesuits built on a concession from the city of Paris in 1878. It is said the church will be used for secular purposes soon.

BY WHARF AND WAVE.

The s.s. "Shandon," 3,850 tons gross register, is ashore near Ketchik.

The s.s. "Unzumbe," 3,319 tons gross register, built in 1904, Natal to London, is ashore near Ulsan. She is said to be valued at about £43,000.

The turbine Allan line steamer "Victorian," 10,030 tons gross register, built in 1904, Montreal to Liverpool, is reported ashore in a bad position off Cape St. Charles. She is stated to be valued at £200,000.

The s.s. "Clavendale," 4,023 tons gross register, built in 1904, Hongkong to Vladivostok, which was posted as missing on the 3rd May, and a total loss paid by her, is now reported, by an unsigned telegram, stranded at North Olga.

The "Leyland liner" "Virginian," 4,135 tons register, from Antwerp, is ashore at Cape Island below Quebec. Being one of the boats of the Morgan Company, she is uninsured, as she is below the limit of value at which the Company effects its margin of insurance.

According to the casualty returns compiled by the Liverpool Underwriters' Association, the casualties to vessels of 500 tons and upwards posted in the last book during August were: From weather damage, 35; from foundering and abandonments, 1; from stranding (including 13 total losses), 110; from collisions (including 2 total losses), 103; from fire and explosion (including 2 total losses), 32; missing, 1; damage to machinery, shafts, and propellers, 47; other casualties, 12—or a total of 350 casualties (which include 13 total losses) against 385 (19 total losses) in August last year, 392 (14 total losses) in August, 1903, and 304 (20 total losses) in August, 1902. Of the total losses during that month, 2 sailing-ships, of 3,241 tons, and 2 steamers, of 4,833 tons, were British, and 11 sailing-ships, of 19,218 tons, and 7 of 12,117 tons, and 11 foreign steamers, of 12,117 tons, and 22 foreign vessels, of 11,847 tons, in August last year.

On Sept. 1 the large steel screw steamer "Clan Macpherson" was launched at Harlepool by Messrs. Furness, Withy and Co. (Limited). She has been built to the order of the "Clan" Line (Messrs. Cuyler, Irvine and Co.), Glasgow. The vessel is over 400 feet in length, of the three-deck type, with two steel decks laid all fore and aft, and takes Lloyd's highest class, the scantlings being considerably above the requirements. She has a top speed of 43.718 cubic feet collar double bottom all fore and aft for water ballast, and especially strong hinged deep tank immediately forward of the engine-room, the after peak being also available as a tank. The vessel is divided into eight watertight compartments by seven bulkheads, and is protected throughout the hull by a complete system of ventilation. She has five large hatchways, ten powerful steam winches, large multi-barrelled donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving clear deck space for the stowage of cargo. The vessel is fitted up as a first-class cargo steamer. The captain's and officers' accommodation, with spare state-rooms, are arranged in a steel dockhouse on the bridge deck at after-end for engineers, the cabin and firemen being berthed in the poop, and will be rigged as a two-masted fore-and-aft schooner, with telescopic masts to suit the usual bridges. Triple-expansion engines will be supplied by Messrs. Richardson, Westgarth and Co. (Limited) Harlepool, with cylinders 26, 43, and 71 inches in diameter by 48 inch stroke, taking steam from two boilers 15.2 feet by 11.5 feet, and of 200 lbs working pressure, fitted with forced draught.

CHAMBERLAIN'S HEADACHE CURE, can be obtained from all dispensaries (quickly by post). Gives instant relief. Avoid imitations. Keep the Genuine handy.

Chamberlain's Cough Remedy Cures Colds.

It cures the cough, relieves the lungs, alls expectation, opens the secretions, and aids nature in restoring the system to a healthy condition. It is famous for its cure over a large part of the civilized world. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

To-day's Advertisements.

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KLINGER REFLEX WATER GAUGE.

No Boiler should be without it.

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LANE, CRAWFORD & Co., or
Mr. D. MACDONALD, Hongkong.
Or to
RICHARD KLINGER & Co.,
66, Fenchurch Street, London, E.C.
Hongkong, January 7, 1904. 20-4

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the SEAMEN'S INSTITUTE, THIS EVENING, 12th October, 1905, at 8.30 P.M.
By Order of the Committee,
H. GOYNE STEVENS,
Hon. Sec., Kowloon C.C.
Hongkong, October 12, 1905. 1910

LODGE ST. JOHN.

No. 801, S.C.

A REGULAR MEETING of the above LODGE will be held at the MASONIC HALL, THIS EVENING, the 12th Instant, at 8 for 8.30 P.M. precisely. All Brethren are cordially invited to attend.
Hongkong, October 12, 1905. 1924

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On WEDNESDAY, 18th October:—From Gough, Sywan and Pak-sha-wan, towards entrance to Junk Bay and towards Waglan, at ranges of 600 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On FRIDAY, 20th October:—From Gough, towards entrance to Junk Bay and towards Waglan, at ranges of 600 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On MONDAY, 23rd October:—From Pak-sha-wan (Night firing), towards entrance to Junk Bay and towards Waglan, at ranges of 600 to 4,000 yards, commencing at 7.15 P.M., and finishing at 9 P.M.

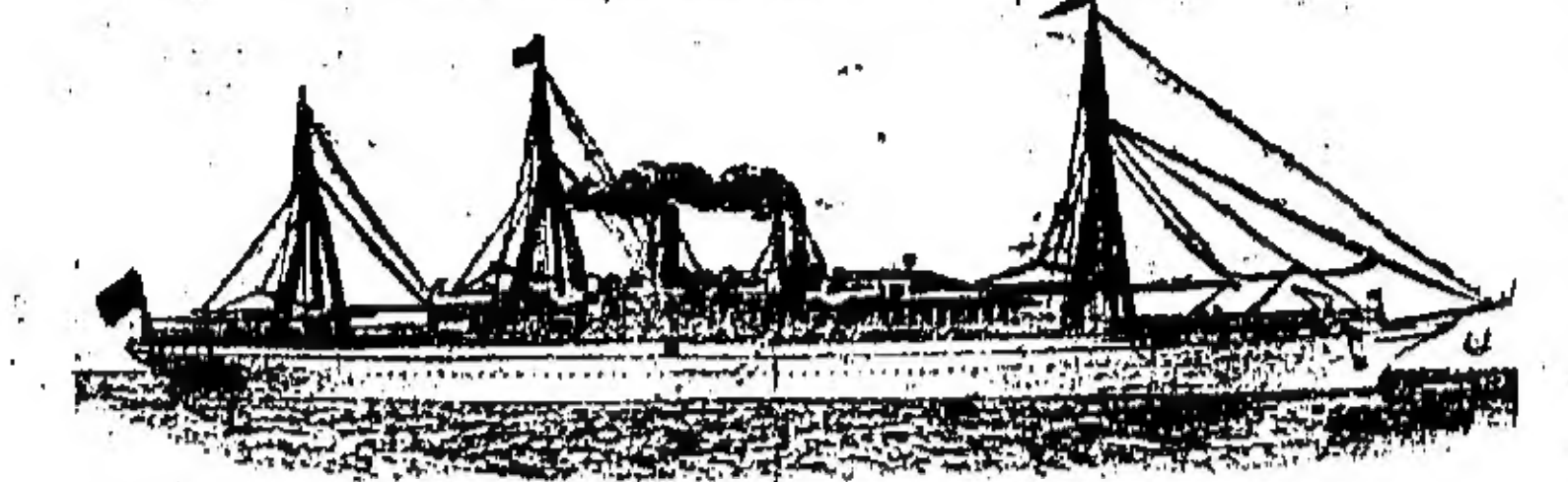
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE
INDICATED—

TO	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, KOBE, and MANILA	POOMA	About 15th October	Freight only.
YOKOHAMA, via SHANGHAI, KOBE, and MANILA	ARCADIA	About 19th October	Freight and Passage.
YOKOHAMA, via SHANGHAI, KOBE, and MANILA	CHUSAN	Noon, 21st October	See Special Advertisement.
LONDON, via SHANGHAI, KOBE, and MANILA	PERA	About 26th October	Freight only.

P. & O. S. N. Co.'s Office,
Hongkong, October 7, 1905.

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The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the
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SAYING 3 to 7 Days OCEAN TRAVEL.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

STEAMSHIP	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. EMPRESS OF CHINA	6000 TONS	WEDNESDAY, Oct. 18	Nov. 8
ATHENIAN	3885 TONS	WEDNESDAY, Nov. 1	Nov. 29
EMPRESS OF INDIA	6000 TONS	WEDNESDAY, Nov. 15	Dec. 6
TARTAR	3825 TONS	WEDNESDAY, Nov. 29	Dec. 28
EMPRESS OF JAPAN	6000 TONS	WEDNESDAY, Dec. 13	Jan. 3

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OVERLAND TRAINS DAILY, from the PACIFIC to the ATLANTIC WITHOUT
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Hongkong to London, 1st Class, via St. Lawrence 260, via New York 262,
Intermediate on Steamers, } £40. " £42.
and 1st Class Rail }
R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only
at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service
of China and Japan Governments.
For further information, Maps, Guides, Handbooks, Rates of Freight and Pas-
sage, apply to
CORNER PRINCE STREET and D. E. BROWN, General Agent,
Hongkong, October 11, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to
S. SILVERSTONE, Acting General Agent.
Hongkong, September 27, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAYING FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MON, KOBE & YOKOHAMA; FOR
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
ARABIA	4983	MEYER	Nov. 7, 1905.
ARAGONIA	5198	ERKE	Nov. 28, 1905.
NICOMEDIA	4870	WAGMANN	Dec. 22, 1905.
SUMANTIA	4870	FELTMANN	Jan. 7, 1906.

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Hongkong, September 27, 1905.

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BETWEEN HONGKONG, SOUTH CHINA
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PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	LEAVING
TAMSI, via SWATOW AND AMOY	SUNDAY, Oct. 16, 10 a.m.
TAMSI, via SWATOW AND AMOY	MONDAY, Oct. 16, 8 a.m.
SHANGHAI, via SWATOW, AMOY AND FUCHOW	WEDNESDAY, 18th Oct., 8 a.m.
SHANGHAI, via SWATOW, AMOY AND FUCHOW	FRIDAY, 27th Oct., 8 a.m.

* This Steamer has Superior Accommodation for First-class Passengers, and is
fitted throughout with Electric Light.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch
(Office, at No. 8, Des Voeux Road Central).
T. ARIMA, Manager.
Hongkong, October 7, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
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PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.O. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	3608	E. V. Roberts	About Oct. 19.
WYANDOTT	3783	G. W. Wright	About Nov. 20.
TREMONT	3608	T. W. Garlick	About Nov. 21.
LYRA	4417	G. W. Williams	About Dec. 3.
PLIADIS	3783	F. G. Purinton	About Dec. 29.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The Twin-screw a.s. Shawmut and Tremont are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

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For further information, apply to
Dodwell & Co. Limited,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, October 8, 1905.

For Freight and further information, apply to
DODWELL & CO., LTD.
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Hongkong, October 11, 1905.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	DEUCALION	16th October.
GLASGOW AND LIVERPOOL	PINGUY	29th "
GLASGOW AND LIVERPOOL	KEPHELA	31st "
GLASGOW AND LIVERPOOL	HECTOR	8th November.
GLASGOW AND LIVERPOOL	GLAUCOS	14th "

HOMWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	16th October.
LONDON, AMSTERDAM & ANTWERP	DIOMED	24th October.
LONDON, AMSTERDAM & ANTWERP	MACHAON	7th November.
* GENOA, MARSEILLES & LIVERPOOL	CHINGWU	16th November.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	21st November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES OF
AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE	PINGUY	31st October.
TACOMA, and PACIFIC COAST	KEPHELA	30th November.
PORTS, via NAGASAKI, KOBE & YOKOHAMA		

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA	KEPHELA	24th October.
AND PACIFIC COAST	MACHAON	3rd November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 11, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	YONGWU	18th October.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COCOTOW, CATRAN, TROSVILLE, BRISBANE, STYREY & MELBOURNE	CHINGWU	16th October.
MANILA	YONGWU	17th October.
CEBU & ILOILO	KAIPOO	24th October.
YOKOHAMA AND KOBE	YONGWU	5th November.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, October 11, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steam-
ers between Hongkong and Manila. Saloon and staterooms
Electric Light—Perfect Cuisine—Surgeon and
Stewardess carried. All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	A. H. Nottley	Amoy and Manila	Oct. 13, at 4 p.m.
ZAFIRO	2540	R. Rodger	Manila	Oct. 21, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.
Hongkong, October 8, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK, via PORTS AND
SUZ CANAL.
(With Liberty to Call at MALABAR COAST.)
TO SAIL
S.S. ALSTON.....About 21st October.
For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, October 11, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUZ CANAL.
With Liberty to Call at MALABAR COAST.
PROPOSED SAILINGS FROM HONGKONG—
STEAMERS TO SAIL
SATEUMA.....About Oct. 18.
WRAY CASTLE.....About Nov. 4.
LOWBER CASTLE.....To follow.
For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, October 11, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.
THE Company's Steamship
SALAZAR
Captain ESCOFFIER, will be despatched
for the above ports on or about MONDAY
16th October.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, October 8, 1905.

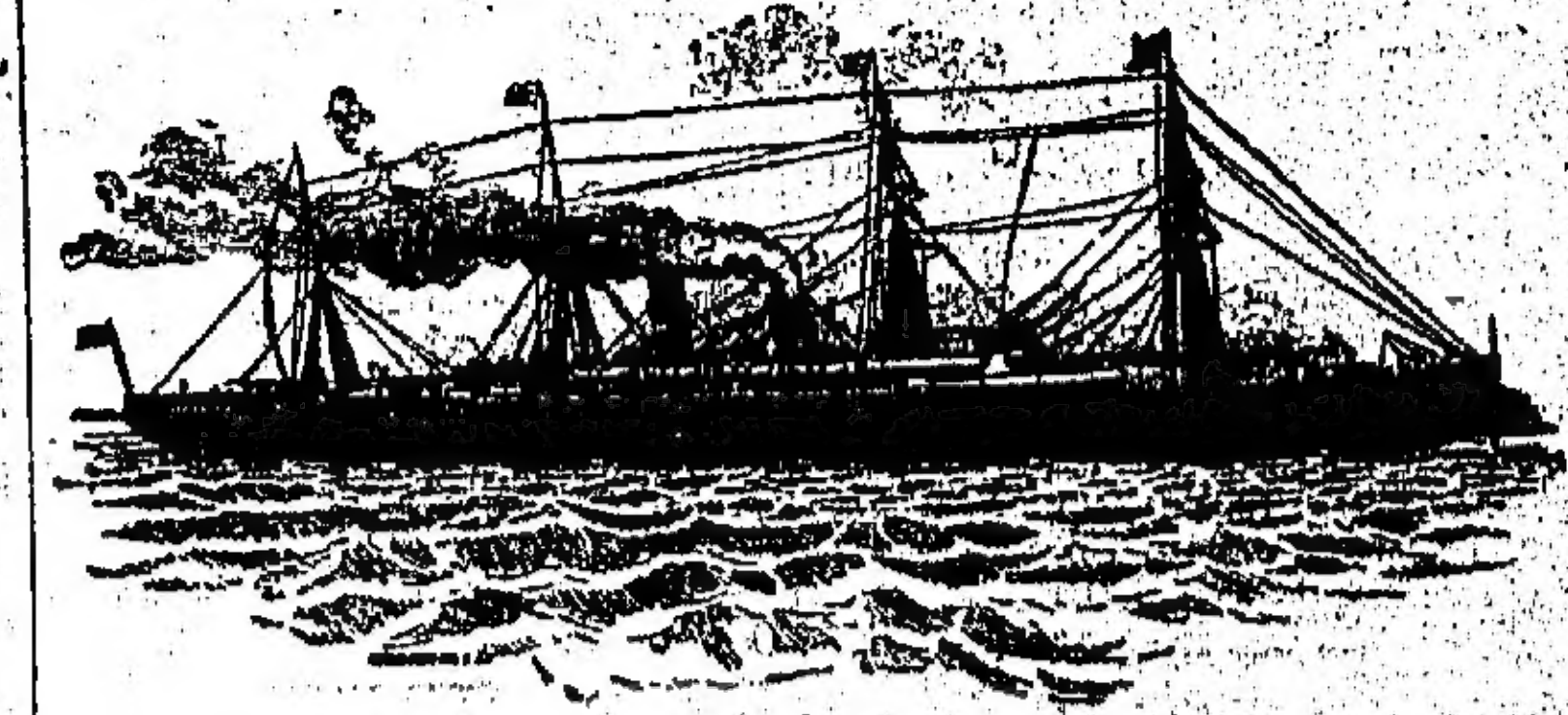
For Freight or Passage, apply to
D. SASSON & Co., Ltd.,
Agents.
Hongkong, October 10, 1905.

For Freight or Passage, apply to
D. SASSON & Co., Ltd.,
Agents.
Hongkong, October 10, 1905.

Shipping.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.
U.S. MAIL LINES.

VIA HONOLULU,
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



Only line taking the warm Southern Route across the Pacific, via HONOLULU
on OAHU, on the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	TONS	TO SAIL
CHINA	5,000 Gross Tons	TUESDAY, 17th Oct., at Noon.
DORIC	4,784	TUESDAY, 31st Oct., at Noon.
MANOHURIA	13,659	FRIDAY, 7th Nov., at Noon.
KOREA	11,276	TUESDAY, 21st Nov., at Noon.
CORICO	4,784	FRIDAY, 1st Dec., at Noon.
AMERICA MARU	8,000	THURSDAY, 7th Dec., at Noon.
SIBERIA	11,284	FRIDAY, 16th Dec., at Noon.
MONGOLIA	13,659	WEDNESDAY, 27th Dec., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco, a.s. KOREA, 11,276 tons. September 15-27th 1905;
10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, a.s. SIBERIA, 11,284 tons. August 16th-20th, 1905;
4 days, 9 hours.
San Francisco to Yokohama, a.s. SIBERIA, calling at Midway Islands and Honolulu
en-route, August 16th-31st, 1905, 13 days, 13 hours.

THE P. M. Steamship CHINA will be despatched for SAN FRANCISCO, via
AMOI, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA
and HONOLULU, on TUESDAY, the 17th October, at Noon, taking cargo for Japan
and the United States.
* SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the
Companies, QUEEN'S BUILDINGS,
QUEEN'S BUILDINGS,
Hongkong, October 10, 1905.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
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Hongkong, October 10, 1905.

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South America, by the Companies and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the
Companies, QUEEN'S BUILDINGS,
QUEEN'S BUILDINGS,
Hongkong, October 10, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	YUENSHANG	FRIDAY, Oct. 13, at 4 p.m.
* SHANGHAI	HANGSANG	TUESDAY, Oct. 17, at 4 p.m.
TIENSHIN	ESANG	TUESDAY, Oct. 24, at 3 p.m.
* SINGAPORE, PENANG, CALCUTTA AND CANTON	LAISANG	TUESDAY, Oct. 24, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang
and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA
(PASSING THROUGH THE INLAND SEA OF JAPAN).
THE MAGNIFICENT NEW TWIN-SCREW STEAMERS
'MINNESOTA' AND 'DAKOTA'
(Each Tons 20,718 Gross Tons.)
Will be despatched from Hongkong as follows:—
DAKOTA, Captain E. FRANKS, On or about THURSDAY,
2nd NOVEMBER, 1905.
MINNESOTA, Captain J. H. RIDDER, On or about TUESDAY,
19th DECEMBER, 1905.

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common
Ports; also Passengers to the United States, Europe, &c.
These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS;
equipped with CIRCUITING LIBRARY, MUSIC, SMOKING ROOMS,
BARBER SHOP, BUREAU, STEAM LAUNDRY, &c.
Special Provision is made for the safe transit of GOLD, TREASURE and Valuable
Cargo, and PARCELS carried at low rates to all ports of U.S.A. in connection with
the Great Northern and Northern Pacific Express Companies.
Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL
between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE.
Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available
for return by the steamers of the REGULAR MAIL LINES.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, October 12, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUJLATJAP	JAVA	First half October	JAPAN, via SHANGHAI	Second half October
TUJIPANAS	JAPAN	First half November	JAVA PORTS	First half November
TUJIAHI	JAVA	First half November	JAPAN, via SHANGHAI	Second half November

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.
For particulars of Freight and Passage, apply to the
HEAD AGENCY,
Java-China-Japan Lijn,
ALEXANDRA BUILDINGS,
TELEPHONE No. 375,
Hongkong, October 10, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Steamship
LIGHTNING,
Captain J. G. FRANKS, will be despatched
for the above ports on TUESDAY, the
19th inst., at 3 p.m.
For Freight or Passage, apply to
D. SASSON & Co., Ltd.,
Agents.
Hongkong, October 10, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Steamship
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Captain J. G. FRANKS, will be despatched
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Hongkong, October 10, 1905.

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Hongkong, October 10, 1905.

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19th inst., at 3 p.m.
For Freight or Passage, apply to
D. SASSON & Co., Ltd.,
Agents.
Hongkong, October 10, 1905.

Shipping.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR
SINGAPORE,
BATAVIA, COLOMBO, INDIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN, AND
BLACK SEA PORTS.

THE Steamship
CAPITAINE GUYOT, will be despatched for
MARSEILLES on TUESDAY, the 17th
October, at 1 p.m.
This Steamer connects at Colon with
the Australian Line a.s. Australia bound
for Marseilles, via BOMBAY and Aden.
Passage Tickets and through Bills of
Lading issued for above ports.
Cargo also booked for principal places in
Europe.
Next Sailing will be as follows:—
S.S. OCEANIAN, Oct. 31, 1905.
S.S. SALAZAR, Nov. 14, 1905.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 4, 1905.

Next Sailing will be as follows:—
S.S. OCEANIAN, Oct. 31, 1905.
S.S. SALAZAR, Nov. 14, 1905.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 4, 1905.

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S.S. SALAZAR, Nov. 14, 1905.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 4, 1905.

Intimations.

MIYAKO HOTEL.

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 5, 1904. 2181

OSAKA HOTEL.

NAKANOSHIMA PARK, OSAKA, JAPAN.

(TELEPHONE: No. 718, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.
ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.
R. EARI, Manager.
December 5, 1904. 2182

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALOUTTA, PENANG AND SINGAPORE.

THE Steamship Lightning, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 5 P.M. of the 12th Instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Shanghai Steamship Co. Ltd. and will be stored at Consignees' risk and expense.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & Co. Ltd., Agents.
Hongkong, October 10, 1905. 1916

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENALDER.

FROM ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Steamship Co. Ltd. and will be stored at Consignees' risk and expense.
No Claims will be admitted after the 10th Inst. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 23rd October, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th October, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, October 11, 1905. 1916

Contractors.

WING ON,
CONTRACTOR AND HOUSEBUILDER,
No. 34, D'AGUIAR STREET.
CONTRACTOR TO H.B.M.'s Government, Admiralty and Admiralty, &c. &c. We keep always in stock a large supply of Building Materials at very reasonable prices.
Hongkong, March 22, 1905. 614

SING YUEN,
CONTRACTOR AND HOUSEBUILDER,
No. 35, D'AGUIAR STREET.
CONTRACTOR TO H.B.M.'s Government, Admiralty and Admiralty, &c. &c. We keep a large stock of Building Materials, also Timber at very low prices.
Hongkong, March 22, 1905. 613

KANG ON & Co.
BUILDERS AND CONTRACTORS,
No. 30, D'AGUIAR STREET.
CONTRACTORS TO H.B.M.'s Government, Admiralty and Admiralty, &c. &c. We keep always in stock a large supply of Building Materials at Cheapest Prices. We defy Competition.
Hongkong, March 10, 1905. 512

KWONG HEP LOONG CO., LIMITED.
SHIPBUILDERS AND ENGINEERS.
BOILER MAKERS, BRASS AND IRON FOUNDERS.
Office:—No. 64, DES VOUX ROAD CENTRAL.
ALL Work done in this Establishment is guaranteed. Our Dry Dock is 32 feet deep. Our Dry Dock is 180 feet long and can accommodate any craft of 180 feet long. We have at present a new fast Steam Launches for Sale.
Hongkong, February 25, 1905. 390

SHUN LEE & CO.
SHIP CARPENTERS.
BOAT BUILDERS, BLACK SMITHS AND CARPENTERS.
All kinds of Timber for Sale.
No. 50, PRAYA WANCHAI, HONGKONG.
O. CHUNG HEE, Manager.
Hongkong, March 20, 1905. 593

AI-PONG.
SHIP AND HOUSE PAINTER.
GILDING, GRASSING, AND SCRAPING, CARPENTRY AND CARPENTERS.
No. 44, DES VOUX ROAD CENTRAL.
Hongkong, February 20, 1905. 633

SHUN LEE & CO.
SHIP CARPENTERS.
BOAT BUILDERS, BLACK SMITHS AND CARPENTERS.
All kinds of Timber for Sale.
No. 50, PRAYA WANCHAI, HONGKONG.
O. CHUNG HEE, Manager.
Hongkong, March 20, 1905. 593

Contractors.

TYE & CO.,

GENERAL CONTRACTORS.

CARPENTERS, PAINTERS, MAKERS OF HIGH-CLASS FURNITURE.

HAVE started a LOCAL CARRIER AND MESSENGER SERVICE.

Removers of Furniture, Delivery and Removals of Goods, also Undertakes to Ship or Discharge Cargo on Board.

Our Prices are most reasonable. All Orders are neatly executed, guaranteed, and receive prompt attention.

Communications please address to Mr. T. W. TYE, No. 6, Lee Yuen Street West.

Telephone No. 439.
Hongkong, October 2, 1905. 1876

Lam Woo & Co.,

(FORMERLY LIN WOO & Co.)

No. 12, LEE YUEN STREET (WEST).

CONTRACTORS & HOUSEBUILDERS.

CONTRACTORS TO H.B.M.'s Government and War Department. We have always in stock a large supply of Building Materials. All communications please address to Mr. Lam Woo.

Hongkong, March 3, 1905. 460

HUNG SHING,

BUILDING CONTRACTOR.

No. 37, D'AGUIAR STREET.

CONTRACTOR TO H.B.M.'s Government, &c. &c.

Hongkong, March 23, 1905. 623

TUNG LEE,

(Late A. TAY.)

SHIPBUILDER, BOATBUILDER

AND SHIP CARPENTER.

BLACK SMITH AND CARPENTER.

Office at 347, Des Vaux Road West, Workshop at YAU MATI.

Hongkong, March 22, 1905. 612

TUNG ON,

CONTRACTOR AND BUILDER.

No. 23, D'AGUIAR STREET.

CONTRACTOR TO H.B.M.'s Government, &c. &c.

Communications please address to Mr. Tung On. Also, every kind of Building Materials for Sale.

Hongkong, March 23, 1905. 624

AI-KING.

SLIPWAY

YACHT AND BOAT BUILDER.

CARPENTER, Painter, Rigging, Sail and Flag Maker; Brass, Copper and Blacksmith.

GENERAL CONTRACTOR.

PRAYA EAST, WANCHAI, HONGKONG.

Hongkong, February 13, 1905. 307

K. Shiu Tai & Co.

HONGKONG & WANCHAI.

Head Office:—117-119, Des Vaux Road.

NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS.

Wholesale and Retail in Provisions and Tinned Goods, &c. &c.

K. SHIU TAI, General Manager.

Hongkong, March 10, 1905. 511

THE PO YICK COY.

CONTRACTORS & HOUSEBUILDERS.

No. 259, QUEEN'S ROAD EAST, WANCHAI.

CONTRACTORS TO H.B.M.'s War Department and Admiralty. We keep always in stock a large supply of Timber at Reasonable Prices.

Hongkong, February 16, 1905. 337

Yau On,

HOUSEBUILDER AND CONTRACTOR.

No. 40, HOLLYWOOD ROAD.

CONTRACTOR TO THE Admiralty and Chinese Government. Matched Building and House Painters. Always in stock a large supply of Building Materials.

Hongkong, March 10, 1905. 510

KWONG FOK CHEONG

SHIP CARPENTER.

BOAT AND LAUNCH BUILDER.

ENGINEER AND BOILER MAKER.

HAS EVERY KIND OF TIMBER FOR SALE.

55, PRAYA EAST, HONGKONG.

Hongkong, March 20, 1905. 591

KENG TAK CHEONG,

GENERAL CONTRACTOR

For Preparing

SITE, BUILDING AND RECONSTRUCTION WORKS.

BLACKSMITH, JETTY AND LIGHTER BUILDER AND MASON.

No. 38, D'AGUIAR STREET.

CONTRACTOR TO THE War Department, &c. &c. Every Order promptly attended to. 1st Class Testimonials. Communications please address to Mr. T. KENG.

Hongkong, March 22, 1905. 611

MARTIN'S

APIOL'S

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

Hongkong, September 28, 1905. 553

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

Sterling Reserve, \$10,000,000

Silver Reserve.....\$5,000,000

RESERVE LIABILITY OF.....\$18,500,000

PROFITABLE.....\$10,000,000

CURTES OF DIRECTORS:—

H. A. W. SLADE, Esq.—Chairman.

A. HART, Esq.—Deputy Chairman.

Hon. G. W. DICKSON, Esq.—F. Salinger, Esq.

E. Goetz, Esq.—H. Schuler, Esq.

G. H. Medhurst, Esq.—H. Schuler, Esq.

Esq.—H. Schuler, Esq.

A. J. Raymond, Esq.—N. A. Slobe, Esq.

Esq.—N. A. Slobe, Esq.

Hongkong—J. R. M. SMITH, Manager.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2 1/2 per cent per annum.

" 6 " 3 " " "

" 12 " 4 " " "

J. R. M. SMITH, Manager.

Hongkong, August 19, 1905. 68

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, J. R. M. SMITH, Chief Manager.

Hongkong, May 1, 1900. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....£250,000

RESERVE LIABILITY OF SHAREHOLDERS.....£250,000

RESERVE FUND.....£275,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent on the Daily balance.

On Fixed Deposits for 12 months 4 1/2 " 6 " 3 1/2 " 3 " 2 1/2 "

T. P. COCHRANE, Manager.

Hongkong, May 13 1905. 48

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

CAPITAL SUBSCRIBED.....YEN 5,000,000.

CAPITAL PAID-UP.....YEN 2,500,000.

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Kobe, Nagasaki, Tainan, Anping, Osaka, Tientsin, Fuzhou, Shanghai, Yokohama, Keelung.

HONGKONG OFFICE:—

QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be agreed on application.

S. SHIGENAGA, Manager.

Hongkong, February 2, 1904. 216

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

SUBSCRIBED.....£1,125,000

PAID-UP.....£682,500

RESERVE FUND.....£110,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent on the Daily balance.

On Fixed Deposits:—

For 12 Months.....4 1/2 %

" 6 ".....3 1/2 %

" 3 ".....2 1/2 %

A. R. LINTON, Acting Manager.

Hongkong, June 30, 1905. 24

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP.....Yen 18,000,000

CAPITAL UNPAID.....Yen 6,000,000

RESERVE FUND.....Yen 8,940,000

HEAD OFFICE:—YOKOHAMA.

BRANCHES AND AGENTS:

TOKYO, KOBÉ, YOKOHAMA, SHANGHAI, TIENTSIN, HANKOW, MANCHURIAN PORT, PEKING, MUKDEN, PORT ARTHUR, CHYFOO, TIE-LING, OSAKA.

LONDON BANKERS:—The London Joint Stock Bank, Limited, The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed. On Current Account at the rate of 2 1/2 per cent on the daily balance.

On fixed deposits for 12 months, 5 1/2 per cent.

On fixed deposits for 6 months, 4 1/2 per cent.

On fixed deposits for 3 months, 3 1/2 per cent.

TAKEO TAKAMORI, Manager.

Hongkong, September 28, 1905. 553

Banks.

INTERNATIONAL BANKING CORPORATION.

FEDERAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS.....\$10,000,000

AUTHORIZED.....\$10,000,000

CAPITAL PAID-UP.....\$3,250,000

RESERVE FUND.....\$3,250,000

HEAD OFFICE:—NEW YORK.

LONDON OFFICE:—THERESA STREET HOUSE, E.C.

LONDON BANKERS:

National Provincial Bank of England, Ltd.

Union of London and Smith's Bank, Ltd.

British Linen Company Bank.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent per annum.

For 6 " 3 per cent per annum.

For 3 " 2 per cent per annum.

No. 9, QUEEN'S ROAD CENTRAL, HONGKONG.

H. PINCKNEY, Manager.

Hongkong, September 20, 1905. 20

INSURANCES.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 28, 1904. 1412

FIREMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.

ASSETS, GOLD.....\$5,353,820.37

NET SURPLUS, GOLD.....\$2,156,113.80

INCOME, GOLD.....\$3,470,787.53

FIRE BRANCH.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

